

**AMENDMENTS TO THE CLAIMS:**

Please cancel without prejudice claim 24 and amend claims 1, 2 and 22 as follows.

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (currently amended) A method of assembling components together in sealed relationship, the components have respective mating surfaces, the method including the steps of:  
applying to ~~eat~~ at least one mating surface a layer of polysulphide sealant and allowing the sealant to cure;  
after allowing said sealant to cure, bringing together the mating surfaces; and  
applying a pre-determined pressure therebetween for a pre-determined period whereby to bring about a sealed joint between the two mating surfaces.
2. (currently amended) A method as in claim 1 in which ~~a~~ said layer of polysulphide sealant is applied to both mating surfaces.
3. (previously presented) A method as in claim 1 in which the period of application of pressure is at least 1 hour.
4. (original) A method as in claim 3 in which the said period is between 5 and  $1 \times 10^7$  hours.

5. (original) A method as in claim 3 in which the said period is between 8 and 1440 hours.

6. (previously presented) A method as in claim 1 in which the pre-determined pressure is between 5 and 400 MPa.

7. (previously presented) A method as in claim 1 in which the pre-determined pressure is between 5 and 200 MPa.

8. (previously presented) A method as in claim 1 in which the pre-determined pressure is between 8 and 50 MPa.

9. (previously presented) A method as in claim 1 in which the pre-determined pressure is applied by bolting together the two components in their final assembled configuration.

10. (previously presented) A method as in claim 1 in which the components are subject to a raised temperature during at least part of the step of applying pressure.

11. (previously presented) A method as in claim 1 in which the at least one layer of polysulphide sealant is applied to a painted said mating surface.

12. (original) A method as in claim 11 in which the layer of polysulphide sealant is applied to the painted mating surface a sufficiently short time after the paint is applied to at least

substantially reduce the need for any further treatment of the painted surface prior to the application of the layer of polysulphide sealant.

13. (original) A method as in claim 12 in which the layer of polysulphide sealant is applied to the painted surface immediately after the paint has dried.

14. (original) A method as in any preceding claim in which the components with sealant applied are stored, including the step of applying a protective covering to the cured layer of polysulphide sealant prior to storage of the component.

15. (previously presented) A method as in claim 1, in which the mating surface to which the layer of polysulphide sealant is not applied is a painted surface.

16. (previously presented) A method as in claim 1 in which the layer of polysulphide sealant applied is a transition metal oxide curing compound.

17. (previously presented) A method as in claim 1 in which the layer of polysulphide sealant applied is a manganese dioxide curing compound.

18. (previously presented) A method as in claim 1 in which the layer of polysulphide sealant applied is a dichromate curing compound.

19. (previously presented) A method as in claim 1 in which the layer of polysulphide sealant applied is an organic-cure compound.

20. (previously presented) A method of assembling components together as in claim 1 in which the components comprise aircraft structural components.

21. (original) A method as in claim 20 in which the aircraft structural components are used to house fuel on board the aircraft.

22. (currently amended) An assembly of two components for forming a fluid-tight seal together, each component having a mating surface for sealing to a mating surface of the other component, said assembly comprising at least one said mating surface having a layer of cured polysulphide sealant cured thereon prior to assembly.

23. (original) An assembly as in claim 22 in which the components will form part of a fuel storage system for an aircraft.

24. (cancelled).

25. (cancelled).